

INFORMATION REPORT

CD NO. 25X1A

COUNTRY USSR (Krasnoyarsk Oblast)
SUBJECT Stalin Locomotive and Crane Plant No. 26 in Krasnoyarsk
25X1A

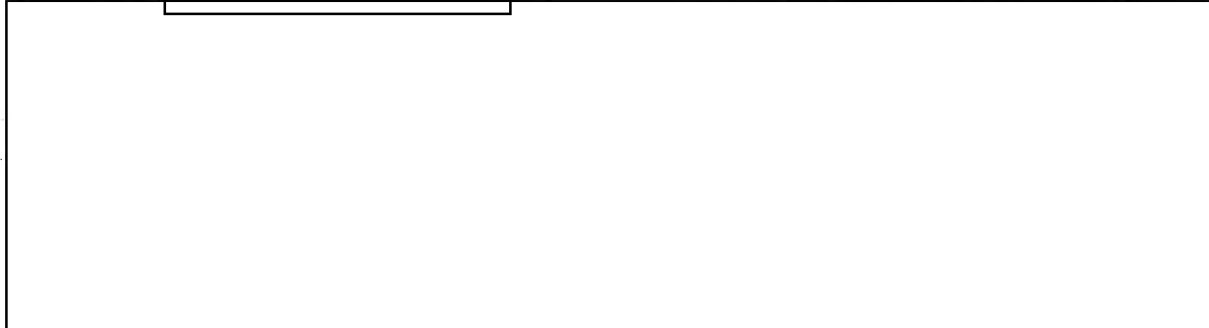
DATE DISTR. 19 March 1952

NO. OF PAGES 2

PLACE ACQUIRED
DATE OF INFO.

NO. OF ENCLS. 2 (4 pages)
(LISTED BELOW)

SUPPLEMENT TO REPORT NO. 25X1X



1. The Machine and Locomotive Plant in Krasnoyarsk (56-02N, 92-48E) was on the southern bank of the Yenisei River in the southeastern part of the town, about 3 km west of the plant was the Slobino railroad station on the Krasnoyarsk-Irkutsk (52°20'N/104°28'E) railroad line. The Machine and Locomotive Plant was south of the railroad line and north of the railroad line was a gun factory with 12 smokestacks. According to Soviet information the construction of this plant was begun before the war and some of the installations were in operation in 1941. The plant was enlarged after the war. An assembly shop was completed in 1947 and the locomotive repair shop and Plant department No 9 were completed in rough brickwork by 1949. The construction of an additional large workshop building and of several smaller buildings was started in 1949. *
2. The plant consisted of one locomotive and one crane construction department. Its installations included steel and nonferrous metal foundries, a forge used for boiler construction, a tube drawing installation, a rolling mill and machine and assembly shops. Electric power was supplied by the plant-owned TET station. The plant was equipped with spur tracks to the main railroad line. Locomotives for main lines and lifting cranes were produced. The locomotive production started in 1946. *
3. The plant employed 12,000 men, working in three shifts. **

25X1A * ☐ Comment. For location and layout sketches of the plant, see Annexes 1 and 2. The gun factory mentioned by source is Factory No 4 "Voroshilov", the former Krasnushstroy Plant. The equipment of the gun factory included installations for machine construction, which were built before the war, and some of the installations of Factory No 4 "Voroshilov" which was evacuated in 1941 from Kolonna (55°05'N/38°45'E). The production of guns in this plant has been confirmed by other sources. The existence of a rolling mill in this plant is doubted. It is possible that this so-called "rolling mill" is only a department for straightening plates used for boiler construction.

25X1A ** ☐ Comment. From Soviet press reports published between 1947 and 1951 it is known that the reported plant is the Krasnoyarsk plant for heavy machine construction located at the Slobino railroad station. In June 1948 one Chumichev (inu) was the manager of the plant. The production of locomotives, or at least the repair of locomotives, began during the war at which time the plant was equipped with some of the installations of the Krasny Profintern locomotive plant evacuated from Bozhitsa (53°19'N/34°19'E). No

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Date: 07 SEP 1978

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locomotive production figures are available, but it has been reported that the "SO-K" steam locomotive is being constructed. According to a Soviet press report, the 5,000th locomotive was completed in the fall of 1948. This report possibly referred to the 5,000th locomotive of the entire Soviet postwar production program. No crane production figures are available. Soviet press reports stated only that cranes with a lifting capacity of 150 tons were built early in 1951.

Attachments: Two

1. Sketch showing the location of Plant No. 26 in Krasnoyarsk.
2. Layout sketch of Plant No. 26.

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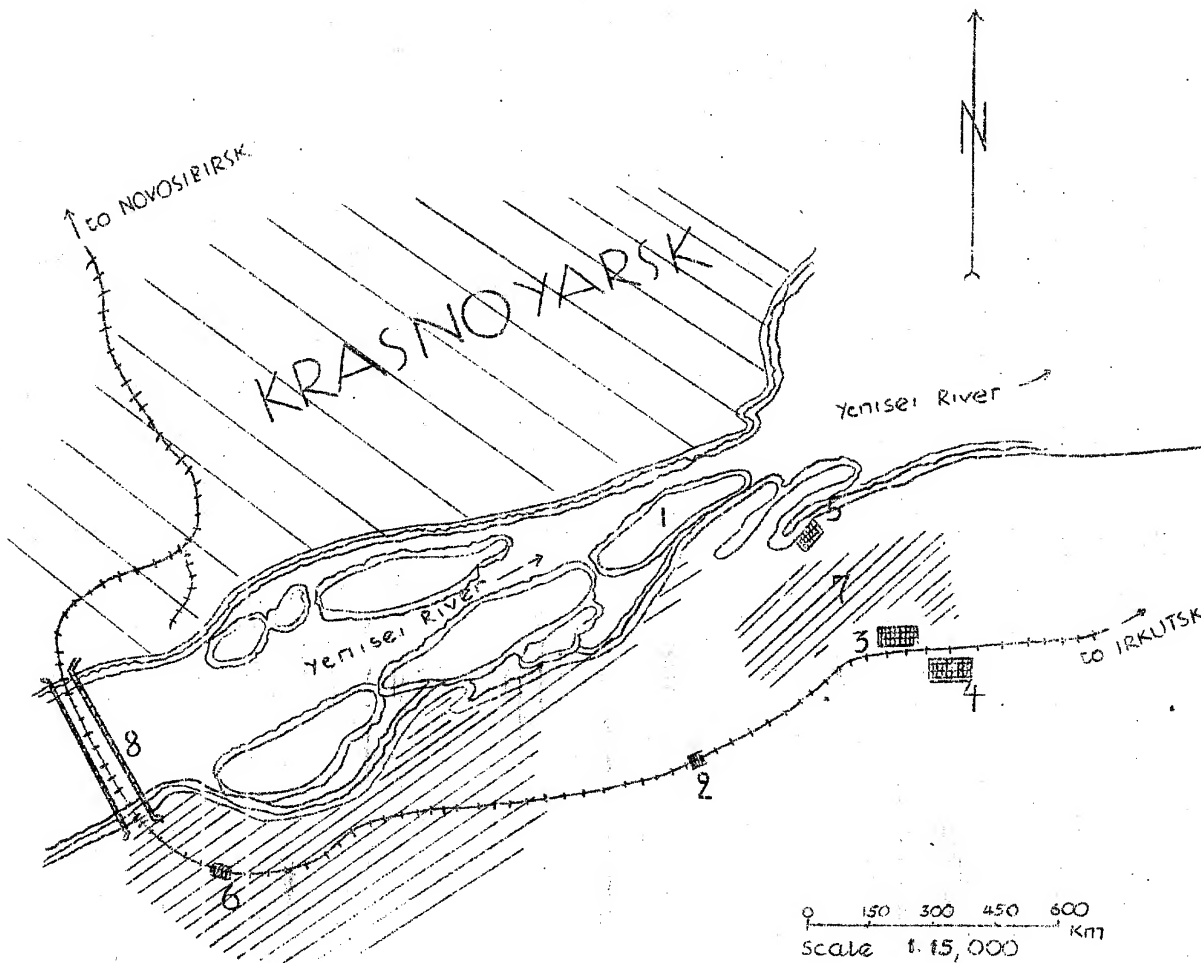
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Attachment 1

Location Sketch of the Machine and Locomotive Plant in Krasnoyarsk



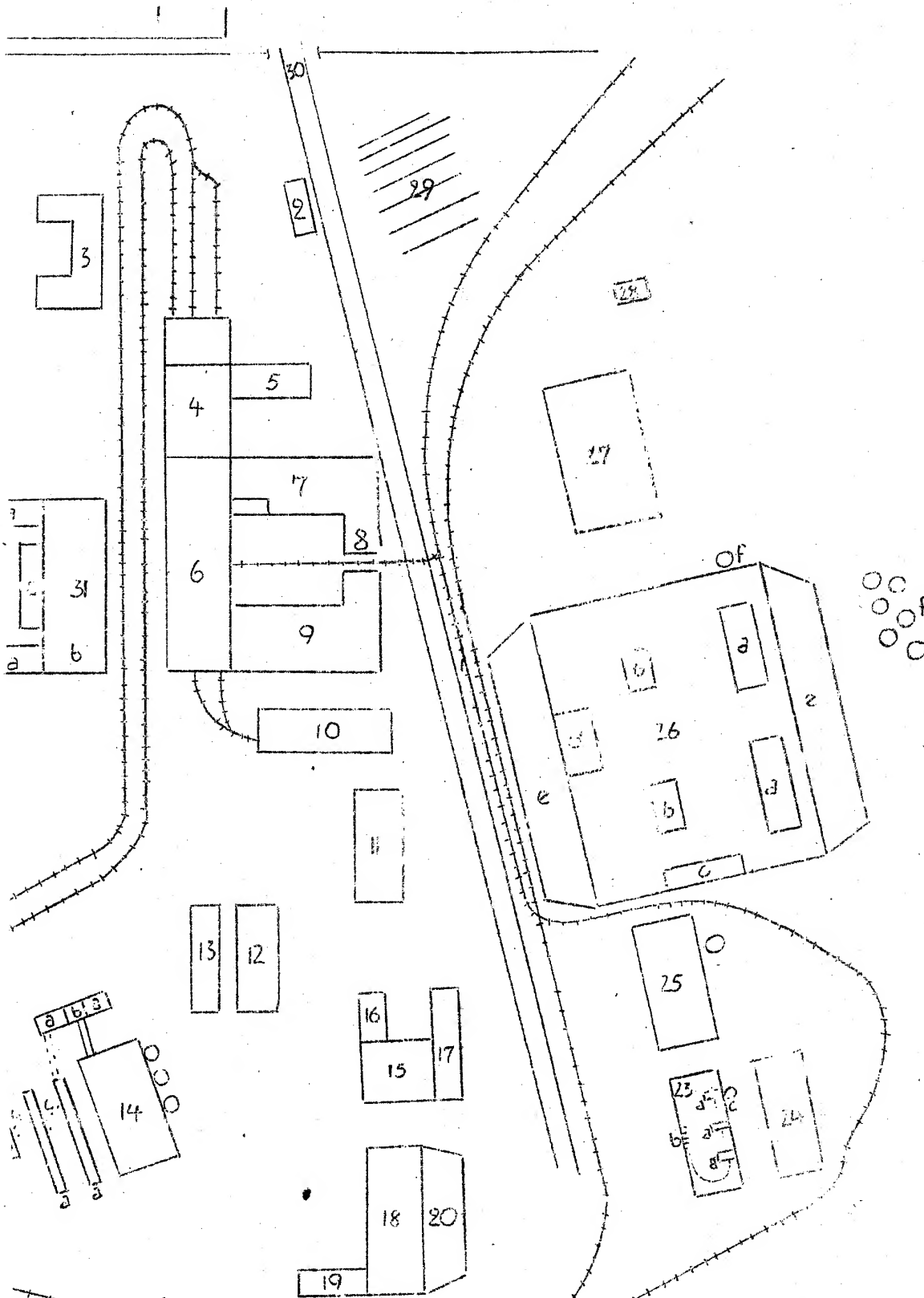
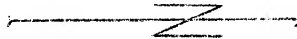
Legend:

1. Tyelyachy Island.
2. Slobino railroad station.
3. Gun factory Plant No 4 "Voroshilov", the former Kras Mashstroy Plant.
4. Machine and locomotive plant.
5. Winter harbor with ship repair facilities.
6. Yenisei railroad station.
7. Settlement.
8. Railroad bridge.

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Layout Sketch of the Machine and Locomotive Plant in Krasnoyarsk

Legend: See next page.



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attachment

Legend:

1. Garage.
2. Office building.
3. Mess hall and kitchen building.
4. Assembly shop equipped with three cranes of 50 tons capacity each.
5. Annex to the assembly shop.
6. Plant department No 9. The locomotives were assembled in this department which was equipped with 1 crane of 100 tons capacity, 3 cranes of 50 tons capacity each, and 2 electric cranes of 20 tons capacity each.
7. Plant department No 7 which was a department for finishing treatment and consisted of a fitting shop and an electric department (sic) with numerous metal-working machines and several cranes.
8. Annex containing fuel and oil depot.
9. Plant department No 8, the equipment of which was similar to that of plant department No 7. This department did rough work (Grossbearbeitung).
10. Forge used in the construction of boilers.
11. Plant department No 5, foundry for aluminum and bronze, equipped with four electric furnaces.
12. Latheshop.
13. Pattern-making shop.
14. Power plant with three smokestacks.
 - a. Coal bunkers.
 - b. Coal elevators.
 - c. Conveyor belts.
15. Hardening shop.
16. Tool shop.
17. Shop in which electric motors were produced and repaired.
18. Locomotive repair shop, the rough brickwork of which had been completed.
19. Annex building.
20. Administration Annex building.
21. Coal dump.
22. Steel structure with three large towers, 9 meters in diameter, used for crushing large pieces of scrap.
23. Rolling mill.

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Attachment 2

- a. Three rolls.
- b. Four hack saws.
- c. Metal smokestack.
- 24. Tube-drawing shop with metal smokestack.
- 25. Large forge with smokestack.
- 26. Iron foundry.
 - a. Two open-hearth furnaces.
 - b. Two annealing furnaces.
 - c. Cutting equipment.
 - d. Electric furnace.
 - e. Molding shops.
 - f. Seven smokestacks each about 45 meters high.
- 27. Storage dump for bricks.
- 28. Railroad control station (Bahnkontrolle)
- 29. Storage dump for iron.
- 30. Plant entrance.
- 31. Crane construction department.
 - a. Workshops for component parts.
 - b. Assembly shop.
 - c. Administration building.
- 32. Spur tracks to Slobino.

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